Some One

HAS AN OPPORTUNITY TO SECURE A BEAUTIFUL HOME ON THE WATER FRONT, WHERE BOATING, BATHING AND FISHING ARE UNSURPASSED.

Southern exposure assures summer breezes and winter sunshine.

We have a client who will build you a home on the Boulevard according to your ideas; price not to exceed \$8,000; a large cash payment not necessary, providing you can make a monthly payment of about \$100 per month.

WALTER CHARNLEY, Mgr. Real Estate Department, VIRGINIA GUARANTY & TRUST CORP.,

2700 Washington Avenue.

STOCKS AND BONDS

Market Opens Active But Interes is Not Maintained.

FALLING OFF NEAR THE CLOSI

Northern Securities Group Comes Int Prominence on Account of the A rival in New York of Harriman United States Bonds Uncharged.

NEW YORK, Oct. 27.—The marks started off at an active pace, but the first hour of trading absorbed the but of the day's business and thereafte there was a notable shrinkage in the volume of transactions.

The Northern Securities group came

The Northern Securities group came into prominence on the assumption that the return to New York of the head of the Union Pacific would be followed by developments in the Northern Securities settlement. The strong upward movement of Standard Oil in the curb market was a subject of comment and had great influence in keeping the midday stock market firm. The stock market held its recovered level poorly and during the last half hour of the trading fell back to the lowest and closed weak and active.

value, \$5,100,000. United	SIB	T.C
bonds were all unchanged on c	all.	
Total sales, 793,800 shares		
Total sales, 793,800 shares, Adams Express	30	
Amalgamated Copper Amer. Car & Foundry Amer. Car & Foundry pfd . 1 Amer. Cotton Oil Amer. Cotton Oil pfd	00	-
Amer Car & Founday	0.0	
Amor Car & Foundry	30	
Amer. Car & Foundry prd1	01	
Amer. Cotton Oil	32	1
Amer. Cotton Oil pfd	94	
American Express	28	
American Express 2 Amer. Hide & Leather pfd American Lie American Linseed Oil American Linseed Oil pfd American Lengungthy	31	FA
American Ice	97	1.
American Linseed Oil	17	
American Lineard Off and	**	
Amorican Lacomette	40	4
American Locomotive	67	11
American Locomotive pfd1	15	1.
American Locomotive	32	5
Amer. Smelting & Refng pfd .1	21	7-
American Sugar Refining1	41	3.
American Smelling & Refng pfd . 1 American Sugar Refining 1 American Tobacco, pfd certf 1 Augeond Ministry Co.	01	7.
Anaconda Mining Co . 1	17	1.
Anaconda Mining Co	97	5
Atchison ofd	01	1.
Atlantic Coast Line	0.3	1530
Raltimore & Obt.	52	
Baltimore & Ohio	11	7
natumore & Onio prd	97	1.
Brooklyn Rapid Transit	75	3.
Canadian Pacific	69	1.
Central of New Jersey	28	1.
Chesapeake & Ohio	55	1.
Chiago & Alton Chicago & Alton pfd Chicago Great Western Chicago Northwestern Chicago Mi & Gr. Deni	32	117
Chicago & Alton pfd	76	3
Chicago Great Western	91	0
Chicago & Northwestern	90	
Chicago Mil & Gt Poul	20	-
Chienge Terminal a m	79	D.
Chicago, Mil. & St. Paul	17	
C. C. C. Trans. pid	38	
Color, C. & St. Louis	99	1
Colorado Fuel & Iron	44	7.
Colorado & Southern	27	1.
Col. & Southern 1st pfd	61	1
Col. & Southern 2d pfd	42	3.
Consolidated Gas	89	1-
Corn Products	14	1
Consolidated Gas 1 Corn Products Corn Products pfd	20	7
Delaware & Hudson 2 Del., Lack, & West 4 Denver & Rio Grande Denver & Rio Grande pfd	90	
Dol Lagis & West	01	
Donger & Di C	70	
Donner & Rio Grande	33	
Denver & Rio Grande pfd	87	
Distillers' Securities	46	1
Erie	47	3.
Erio let ned	na	160

Bonds were heavy. Total sales par value, \$3,180,000. United States | Denver & Rio Grande | 33 |
Denver & Rio Grande pfd	87		
Distillers' Securities	46	1.4	
Erie	52	16	1.4
Erie	24	16	71
Erie	24	24	24
Erie	24	24	
Erie	24	26	71
Erie	24	26	71
Erie	24	27	
Erie	28	28	
Erie	28	28	
Erie	29	28	
Erie	29	28	
Erie	20	20	
Erie	21	20	
Erie	21	21	
Erie	22	23	
Erie	24	25	
Erie	25	26	
Erie	26	27	
Erie	26	27	
Erie	27		
Erie	28		
Erie	29		
Erie	20		
Erie	21		
Erie	22		
Erie	24		
Erie	24		
Erie	24		
Erie	27		
Eri Iowa Central pfd			
Kansas City Southern
Kansas City Southern
Kansas City Southern
Louisville & Nashville
Manhattan L
Mctropolitan Securities
Mctropolitan Scurities
Mctropolitan St. Ry
Mexican Central
Minneapolis & St. Louis
Minn, St. P. & Sault Co. lowa Central pfd Minneapolis & St. Louis ... 78
Minn., St. P. & Sault Ste. M. /125
Minn., St. P. & S. Ste. M. pfd 161
Missouri Pacific ... 103
Missouri Kansas & Texas ... 31
Missouri, Kansas & Texas pfd ... 67 New York Central
New York, Ontario & West
Norfolk & Western
Norfolk & Western pfd Pennsylvania
 People's Gas
 103

 Pittsburg, C. C. & St. Louis
 30

 Pressed Steel Car
 50

 Pressed Steel Car pfd
 101
 Pullman Palace Car Reading 2d pfd Republic Steel Republic Steel pfd Rock Island Co

	A STATE OF THE PARTY OF THE PAR
ŕ	
V	Rock Island Co pfd 72 3-
ä	Rubber Goods
٦	Rubber Goods pfd101
	St. L. & San Fran, 2d ofd 66 1.
20	St. Louis Southwestern 23
1	St. Louis Southwestern pfd 59
	Southern Pacific 69 5-
	Southern Pacific pfd 119 1- Southern Railway 25 3- Southern Railway pfd 98 1-
	Southern Railway 25 3-
	Southern Railway pfd 98 1-
	Tennessee Coal & Iron No 3.
ŀ	Texas & Pacific 33 3-
В	Toledo, St. Louis & West 37 1-
	Tolewo, St. Louis & West. pfd 57 3-
0	Union Pacific
m	Union Pacific pfd 95 3-
r	United States Express121
1.	United States Realty 87
١.	United States Rubber 52 1-
	United States Rubber pfd110 3-
	United States Steel
	Virginia Carolina Chemical 33
	Virginia Carolina Chem. pfd. 107 3-
1	Wabash 21 1-
5.70	Wabash pfd
e	Wells Fargo Express 920
k	Westinghouse Electric 168
r	Western Union 92 7-
e	Wheeling & Lake Erie
	Wisconsin Central 20 3.
0	Wisconsin Central pfd 61 3-
n	Northern Pacific
6	
C	Central Leather pfd 104 1-
e	Central Leather 9fd 104 1- Sloss-Sheffield Steel 71
3.73.75	The state of the s

Chicago Grain Market,

Chicago Grain Market,
CHICAGO, Oct. 27.—The political
industrial crisis in Russia kept the
wheat pit here in a turmoil today.
After prices had ranged from 1 cent
above yesterday's final to 1 cent below, the market weak at almost the
lowest point of the session. For the
May option the net loss was 5-8. December is down 1-2. Corn is off 3-4.
Oats show a loss of 1 1-2 cents and
provisions 5 to 7 1-2 cents lower.
The leading futures ranged as fel-

The leading futures ranged as fo! lows:
Wheat No. 2—
Articles. Opening. Closing.
Dec 89 1-2 to 90 80
May 91 5-8 to 92 1-8 90 7-8 91
Corn No. 2—
Oct 52 1-4
Dec, old .47 1-8 46 3-8
Dec, new 46 1-2 to 46 5-8 45 5-8
May 46 1-8 to 46 3-8 15 5-8
Oats No. 2—
Oct 50 1-8
Oats No. 2—
30 1-8

Mess Pork, per bbl.-Latd, per 100 lbs.-Ribs, per 100 lbs .-

2 May 667 1-2 665
4 Cash quotations were as follows:
Flour firm; No. 2 spring wheat 87
@89; No. 3,77@88; No. 2 red, 88 1-2
8 @96; No. 2 corn. 53; No. 2 yellow.
54 1-4 @1-2; No. 2 oats, 30 1-8; No. 2
8 white, 31 1-4@32; No. 3 white, 30 1-4
@748; No. 2 rye, 72@1-2; good feding harley, 39; fair to choice maiting, 42@-4; flax seed, 92; No. 1 northwestern, 98; prime timothy seed, 320; mess pork, per bol., 1600; lard, per 100 liss. 705; short clear sides (boxed), 737 1-2
1 @750; short clear sides (boxed), 750
@762 1-2; whiskey, basis of high wines, 130; clover, contract grade. 1325. 667 1-2

New York Money Market.

3.1 New York Money Market.

NEW YORK, Oct. 37.—Money on call steady, 3 1-204 per cent.: closing bld, 3 1-4; offered at 3 1-2. Time loans firm, sixty days and ninety days, 4 1-2 0 4 3-4 per cent.: six months, 4 3-4 Prime mercantile paper, 500 per cent. Sterling exchange strong, closing firm, with actual business in bankers' bills at 387.050487.10 for demand and at 483.300483.35 for sixty day bills. Posted rates, 4840484 1-2 and 487 1-20488, Commercial bills, 483 1-8. Bar silver, 62 3-4. Mexican dollars, 48

Baltimore Produce Market.

BALTIMORE, MD., Oct. 27.—Flour firmer; winter natient, 435@450; spring patent, 460@500. patent, 460@500.

Wheat firm; spot contract, 86 1-2@
3-4: do red western, 88@1-4.

Corn firm; spot, old, 61; new, 57:
new Southern white corn, 53@57
Oats firmer; No. 2 mixed, 34 1-2

@35 @35. Rye strong and higher; No. 2 western, 75@76. ern, 75@76.

Butter, firm, unchanged: fency imitation, 19@20; do creamery, 23@34; to ladle, 17@18; store packed, 1/@15.

Eggs firm, unchanged, 25. Cheese, steady, unchanged, 137612 3-8 cents.

96 1-2 25 5-8 There is so much talk in politics 95 t is no wonder women think they 29 3-4 ought to be in it.

TRADE OUTLOOK FINE

Bradstreet's Report Shows That County is Prosperous.

CONDITIONS ARE SATISFACTORY

Lifting of the Quarantine in the South is a Great Boon for Merchants in Dixie Land-Bank Clearings De velop a Healthy Growth.

(By Associated Press.) NEW YORK, Oct. 27.-Bradstreet's tomorrow will say: Activity, in fact buoyancy, still characterizes practically all lines of trade and industry. Record business reffects this in a steady call from jobbers for dry goods, clothing, shoes, hats, in fact all lines of wearing aparel. Holiday trade in many lines also shows ef fects of early buying.

The practical lifting of the Southern quarantines is helping Southern trade as is also the higher price of cotton, which is loosening up the movement

of that staple.

Bank clearings, though comparing with very large totals a year ago, show expansion, particularly at cities outside the metropolis.

Business failures for the week ending October 26, number 178 against 180 in 1904

THE SOLDIER OF '76.

He Was Not a Military Figure, but He Was Estective.

General John Thomas was the commander of the provincial troops when they occupied South Boston. He was an intimate friend of Washington and was regarded as one of the best offi-cers of the little army. His military areer, however, was short, for du 1776 he died of smallpox.

The post which Thomas was ordered

to occupy was at the top of a Roxbury hill, the approach to which was plainly visible from Boston. The general's troops consisted of only 700 men, but when the army took up its position he marched the line round and round the bill, multiplying many times the apparent size of the regiment.

in some respects the scornful appellation of "rabble" given by the British to Thomas' division was appropriate to the provincial troops stationed on the hilitop. The social equality and fa-miliarity which existed at home be-tween the officers and privates con-

tinued in camp.

"Bill," said a captain to a private,
"go and bring a pail of water for your "I shan't," responded Bill, "Ins your

turn now. I got the last one?"
The appearance of the troops was against them also from a military point of view. The soldier of '76 was a grimy figure, his head wrapped in an old bandanna handkerchief, pipe be tween teeth, leather breeches, yarn stockings and hobnailed shoes, but it was a company of these uncouth soldiers who fortified Dorchester heights in a single night to the wonder and admiration of the British army,

A STORY OF HAWKINS.

One incident in the Career of the English Painter.

The English painter Hawkins at twenty years of age was the center of acclumation. But at the close of its life he is described as having fived in a fool's paradise, content with himself and fartening on the empty praise he had won. This mischief lay in the fact that he was an excellent boon companion. On one occasion he was asized by AM. Ackers, a member of parliament, to accompany him and one or two others to Paris, the host promising to give him a holiday and accompany him and one or two others to Paris, the host promising to give him a holiday and accompany him and one or two others. him a holiday and pay all his expenses.

Hawkins objected. "I'm busy on a picture," said he, "and I want to finish it for exhibition."

"Never mind that," returned Ackers. "Bring it with you and paint it there. Hawkins yielded, as he always did in the end, and the picture was put into the carriage.

As they were driving along Mr. Ack ers asked to be allowed to look at it. and when it was uncovered he said "What do you want for it?"

"I shall want £50 for it when it's tin ished," answered Hawkins.
"Very well," returned the member of

parliament. "I'll give it to you, and finish the picture for you too." that he kicked a hole through the can vas, and the artist was thus set free for an undisturbed jollification.

Luck or Good Management. "I heard Crabbe say he had never had such luck in his business as he's whether it was good luck or bad."

If it were good luck he wouldn't speak of it as 'luck' at all."-Philadelphia Ledger.

Ledger.

He Didn't Travel.

Warden—Now, we try to give our prisoners work of the kind they are accustomed to. Prisoner—That suits me. I was a traveling salesman.—Cleveland Leader.

Most people when they buy experi
Most people when they buy experi-

SANTA FE TRAIL IN 1863.

James Chiles Irwin, who formally lived in Independence, but who now nakes his home in Fort Smith, Ark., says in a letter to "The Star" that if the route of the Santa Fe trail after it left Kansas City is to be marked, the thinks he would be able to help recace the old highway. Mr. Irwin say that he traveled the trail twice, once in 1853 and again in 1863, and hat his recollection of landwarks along the route is excellent.
"My first trie." says the history of the says the

"My first trip," says Mr. Irwin, "was made with my father, who had a contract for furnishing supplies to government military posts. We took two thousand beef cattle to Fort Union, N. M., that trip. Forty men from Jackson and Clay counties went with as herders and to protect is from attacks by the Indians.
"We trayeled the old trail covering.

"We traveled the old trail, crossing the Kansas line at New Santa Fe, south of Westport. We crossed the Arkansas River above old Fort Mackey, not far from where Dodge City now stands. From there we traveled what was known as the Hornada or desert route, a sandy drive of sixty niles without water for the cattle. "I recall many of the landmarks and camping places along the route. I knew Colonel Bent and travelled the old trail with him and his Indian wife as far as the crossing of the Ar tansas River in 1853.

"In 1863 I met Kit Carson in For: Union. He was then recruiting a reg-iment for the Union army. On that trip I was employed by Irwin, Jackman & Co., government freighters for all the forts in New Mexico, Wyo-ming, Utah and the lower Rio Grande country. I think I saw one hundred thousand buffalo on that trip in three days between Great Bend and where Dodge City is now built."

Captain Vawter Dies. (By Associated Press

RICHMOND, VA., Oct. 27.-Captain Charles E. Vawter, superintendent of Miller Manuel school, in Albemarie county, died there today. His wife and seven children survive him.





DIES LAFRANCO'S COMPOUND. Safe, speedy regulator; 25 cents. Druggists or mail Booklet free. DP LAPPANCO. Philodophia, P.



TRANSPORTATION GUIDE.

SEABOARD AUG BORNS PRODUCTION

Schedule in Effect July 2d, 1905. | No. 41. | No. 82.

Lv	Norfelk	9:00 a m	8:24 p m
- (via Ferry)		
LV	Portsmouth	9:25 a m	8:50 p m
LV	Suffolk	9:54 a m	9:28 pm
Ar	Lewiston N. C.	1:00 p m	
Lv	Weldon	11:55 a m	11:30 m:0
Lv	Henderson	2:10 p m	1:49 a m
Lv	Raleigh	4:00 p m	8:25 a m
Ar	Southern Pines	6:16 p m	3:25 a m 5:38 a m
Ar	Hamlet	7:30 p m	6.45 a m
Ar	Wilmington		12:45 p m
Ar	Charlotte	10:45 p m	10:00 a m
Lv	Hamlet	10:15 n m	£:45 a m
I.v	Columbia	12:30 a m	10:00 a m
Ar	Augusta		5:20 p m
Ar	Savanuah	4:45 a m	2:20 p m
Ar		8:55 a m	
Ar	Tampa	6:35 p m	7:35 a m
Lv	Hamlet, N. C	10:15 p m	7:20 pm
Ar	Athens	6:03 a m	2:22 р п
Ar	Atlanta	7:40 a m	
Ar	Birmingham		9:25 p m
Ar	Macon	11:10 a m	7:20 a m
Ar	Montgomery		9:20 p m
Ar	Mobile		2:55 a n
Ar	New Orleans		7:15 a m
Ar	Chattanooga	1:00 p m	9:05 p m
Ar		6:55 p m	6:40 a m
Ar	Memphis	8:45 a m	3:45 p m
-			, p n

Suffolk & Carolina R. R. train en route from Elizabeth City, N. C., and intermediate points arrive Portsmouth

Most people when they buy experience don't get a bargain.—Somerville Journal.

If its printing you need, call up Bell 'phone 123.

TRANSPORTATION GUIDE.

SOUTHERN

Railway.

DOUBLE DAILY SCHEDULE TO ALL POINTS SOUTH AND WEST. THROUGH PULLMAN CAR TO CHARLOTTE AND TO FLORIDA WITHOUT CHANGE OF TRAINS.

IN EFFECT JUNE, 18, 1905. C. & O. Ry. 7:40 a m 5:35 p m Ar. Norfolk 8:30 a m 6:25 p m

9:30 a. m. Daily. Local for Suffolk, Franklin, Emporia, Danville and in-termediate stations. Close connec-tions made at Danville with fast through trains carrying Pullman sleeping cars and through coaches to

all points South and West. 30 a. m. Dally. Local to Clarks-ville, Oxford, Durham and interme-diate stations. Arrive Durham 6:36

p. m. 130 p. m. Dally. Fast Express train for all points South and West, carry-ing through Pullman sleeping car to ing through Pullman sleeping car to Asheville. No change of trains to Knoxville. Chattanooga, Nashville and Memphis. Pullman car handled South of Danville on Florida Express, providing in this way through service without change of trains to Columbia, Augusta, Savannah and Florida points.

[330 p.m. Dally except Sunday, for Durham and intermediate stations Trains arrive Norfolk 8:35 a. m. and 5:35 p. m. City Ticket Office, 95 Granby street (Monticello Hotel).

City Ticket Office, 35 Grandy Street (Monticello Hotel). STANTON CURTIS, Passenger Agent, Norfolk, Va. H. B. SPENCER, General Manager W. H. TAYLOE, G. P. A., Washington, D. C.

Merchants' and Miners' Transportation

Merchants' and Miners' Transportation
Co.'s Steampship Lines for Boston,
Providence and Baltimore.
Leave Newport News, via Norfolk
for Boston every Tuesday, Wednesday, Friday and Sunday, Leaves for
Providence every Monday, Thursday
and Saturday, salling from Norfolk at
6:00 n. m. Leave Newport News for Baltimore

daily, except Tuesday and Wednesday at 6 p. m., connecting for Washington, Philadelphia and New York.

Fare to Baltimore, one way, \$3.00; round trip, \$5.00, including stateroom berth. Accommodations and cuisine unequalled.

Freight and passengers taken for all points the and South. Steamers leave Halumore, foot of Long dock,

leave Baltimore, foot of Long dock, daily, promptly at 6 p. m.
Only line running a Sunday steamer between Newport News and Baltimore.
For further information apply to
L. C. SAUNDERS, Agent,
Newport News, Va.
W. P. TURNER, G. P. A.
J. C. WHITNEY, A. D. STEBBINS
2d V.P. &T.M. Gen'l Mgr.
General Office, Baltimore, Md.

NORFOLK & WASHINGTON STEAM.

The new and powerful Iron Palace steamers Newport News, Washington and Norfolk will leave daily as fol

NORTHBOUND Leave Portsmouth, foot of North street 5:00 p m Leave Norfolk, foot of Water streeteave Old Point Comfort.. 7:00 p m 7:00 a m Arrive in Washington

Arrive in Washington ... 7:00 a m Arrive in Philadelphia,
Penn. R. R. ... *10:50 a m Arrive in Philadelphia, B. & O. R. R. ... *11:10 a m Arrive in New York, Penn. R. R. ... *1:10 a m Arrive in New York, B. & O. R. R. ... *1:25 a m

Philadelphia, B. & O. 2:07 p m

R. Washington, Penn. R. 8:10 p m Washington, B. & O.

Ticket Agent, 2711 Washington Ave., Newport News, Va., or to D. J. CAL-LAHAN, Agent, Norfolk, Va.

office, Atlantic street, Norfolk. GEO. W. HATCH, Supt. Norfolk, Va. H. H. CARR. Gen'l Man., Hampton, Va.

Clyde Steamship Co.

Steamers to Philadelphia MONDAY, THURSDAY AND SATURDAY,

SATURDAY.
Saling from Philadelphia
TUESDAY, THURSDAY AND SAT
URDAY.
Freight received and delivered daily
at C. & O. Pier No. 6. Office, River
Road. JAS. W. McCARRICK,
Gen. Southern Azt W. P. CLYDE & CO., Gen'l Agts., 13 South Delaware Avenue, Philadel-phia, Pa.

TRANSPORTATION GUIDE.

Cape Charles

Philadelphia & Norfolk , Railway.

Route Schedule Effective Mon., June 5, 1905. NORTHBOUND. | *No. 94. | !No. 82. Portsmouth . 7:25 a m 5:30 p m Norfolk . 7:45 a m 6:15 p m Old Point . 8:40 a m 7:20 p m Cape Charles . 10:55 a m 9:25 p m Portsmouth ..

Wilmington . . 5:00 p m 4:15 a m Philadelphia . . 5:44 p m 5:10 a m New York (West 23d St.). | 8:15 p m | 8:00 a m

SOUTHBOUND. | *No. 89. | !Ng. 97. Lv. New York,
(West 23d St.). 7:55 a m 8:25 p m
Lv. Philadelphia. 10:16 a m 11:05 p m
Lv. Wilmington . 10:53 a m 11:50 p m
Lv. Cape Charles. 4:40 p m 5 4:4 p m
Lv. Old Point . 6:35 p m 7:35 a m
Ar. Norfolk . 8:00 p m 8:45 a m
Ar. Portsmouth . 8:15 p m; 9:05 a m

Trains 94 and 89 are daily except
Sunday.

Sunday.

!Trains 82 and 97 are daily.

Connection is made with all rail and water lines to and from Boston, Providence and all New England Pointe.

Pullman service on all through taxing.

twains.

Tickets sold at C. & O. Ticket Office at the Joint Ticket Office, at Old Polus



Schedule in Effect June 4, 1905.
LEAVE NEWPORT NEWS:
7:40 a. m., daily, Local to Richmond
Connects for Lynchburg, Lexington,
Va., New Castle and Clifton Forge,
except Sunday for Rosney and Esmont. Leaves Fort Monroe, 7:10 a.
m.: Phoebus, 7:13 a. m.; Hampton,
7:18 a. m.
10:10 a. m., dally, Fast train to Richmond (stopping only at Williamsburg), arrives Richmond 11:45 a. m.,
connecting with "St. Louis Special,"
leaving 2 p. m. with Pullman for Cincinnati, Indianapolis and Chicage;
and Pullman service for St. Louis
and Louisville. Cafe Parlor Car. Old
Point to Ronceverte. Leaves Fort
Monroe, 9:40 a. m.; Hampton, "48
a. m.

a. m. :25 p. m., daily, Fast Train for Birts 25 p. m., daily, Fast Train for Kin't-mond (stopping only at Villaina-burg), arrives Richmond 7:00 p. 10. Connecting with F. F. V., teaving 10:45 p. m., carrying Pullman Sicen-er to Cincinnati and Leaisville. Leaves Fort Monroe, 4:55 p. m.; Phoebus, 4:58 p. m., and Hampton, 5:03 p. m.

5:03 p. m.
5:40 p. m., dallq, stops at local sta-tions on Peninsula, connects at Rich-mond with F. F. V. Limited.
TRAINS ARRIVE FROM RICHMOND

9:50 a. m., dally; 10:30 a. m., daily; 5:30 p. m., dally, and 7:20 p. m. si 30 p. m., daily, and 7:20 p. m. daily.
Steamer Virginia leaves 7:40 a. o., daily, for Norfolk and Portsmouth;
10:35 a. m., daily, for Norfolk, and 5:35 p. m., daily, for Norfolk and Portsmouth.

Call on Mr. E. W. Robinson Ticket Agent, Newport News, Va., for the lowest rates by any possible route to the West and Southwest.

W. O. WARTHEN, Dist. Pack A.
H. W. FULLER, Gen. Pass Art.
C. E. DOYLE, General Manager.

OLD DOMINION LINE DAILY SERVICE

FOR NEW YORK-From Company's Wharf, Nor-folk, every week day, at 7:00 p. m.

FARE-First-class, one way, \$8.00, meals and stateroom, berth included, Round trip, limit thirty days, \$14.00. Steerage, without subsistence, \$5. Tickets on sale at C. & O. Railway.

M. B. CROWELL, Gen. Agt. H. E. Walker, Vice-Pres. & Traf. Mgr.

NORPOLK EXPRESS.

PINE BEACH ROUTE.
IN EFFECT SEPTEMBER 25, 1905.

Leave Norfolk for Pine Beach and Newport News: 6:20, 7:30, 9:00, 10:30, 12:00, 1:30, 3:00, 4:30, 6:00, 7:30, 9:00.

Leave Shipyard, Newport News, for Pine Beach and Norfolk: 7:15, 8:45, 10:15, 11:45; 1:15, 2:45, 4:15, 5:45, 7:15, 8:45, 10:00.

Schedule cards of local cars at ticket office, Atlantic street, Norfolk.

Schedule Cards of local cars at ticket office, Atlantic street, Norfolk.

4:30 P. M.—RICHMOND LIMITED-Arrives Richmond 6:50 p. m. Connects

Arrives Richmond 5:30 p. in. Connects for Washington. 7:40 P. M.—ST. LOUIS EXPRESS— Sleepers to Lynchburg, Roanoke, Bris-tol and Roanoke to Chicago. Cafe

Dining Car.
7:40 P.M.—NEW ORLEANS SHORT
LINE—To the Southwest. Sleepers to
New Orleans and Memphis. Cafe Dining Car.
Trains arrive Norfolk daily 9:10 a

m., 11:20 a. m., 5:20 p. m. and 10:30 p.

Office, 171 Main St., Norfolk, JOHN E. WAGNER, W. B. BEVILU, PASSENGER Ages?

Gen. Pass. Agt.,
Roanoke, ZA. SE ILAN